The Micrometer

The cylinders and valve gears of a well known and respectable Great Western Railway locomotive...

AUCKLAND SOCIETY OF MODEL ENGINEERS INC. | Issue 717 | November 2025

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Inside this issue

Presidents Report

Hello everyone

What a bumper month it's been! Our exhibition last Sunday was a staggering success with a record turnout of attendees. We received a great deal of positive feedback about the exhibition and many people were interested in getting to see everyone's models up close.

Attached to this Micrometer will be the notice for our Annual General meeting which will be occurring on December 2nd. Aside from the usual formalities, there are two important items on the agenda: Ratifying the last special general meeting where we had to update our rules in accordance with the Incorporated Societies Act 2022 and a new item on the agenda to update our policies and procedures for the age of a railway driver to help encourage new and younger drivers. Specifics of this are included further in the Micrometer.

Finally, don't forget that we have our annual luncheon this Saturday at the Waipuna Hotel! We'll be announcing the winners of the luncheon there as well, so I hope you'll all be attending! It's not too late to book in if you haven't already done so!

At our next general meeting, Ray Copeland (The son of our esteemed member Ron Copeland who spoke last month) will be talking to us about the technology he uses in the building construction market, particularly with laser scanning and instruments to print design plans directly onto concrete slabs for tradesmen.

Thanks

Philip Dowdeswell

ASME President

This Month's Calendar

Tuesday, November 4th	07:30pm	General Meeting (Clubhouse)
Tuesday, November 11th	07:30pm	Workshop Night
Tuesday, November 18th	07:30pm	Committee Meeting (Clubhouse)
Tuesday, December 5th	07:30pm	Annual General Meeting

TRAIN ROSTER

Date	Electric Driver	Electric Driver	Steam Driver	Train Controller	Station / Guard	Station / Guard	Staion / Extra
2-Nov-25	T Gil-Goldsbrough	A van Zon	Voluntary	**B Aickin**	**K Ryan**	B Maroc	
9-Nov-25	S Watson	I Ashley	Voluntary	**G Wills**	**R Souter***	T MacDonald	
16-Nov-25	D Housley	R Shearer	Voluntary	**P Dowdeswell**	**M Vickers**	M Schaw	T Schaw
23-Nov-25	R Crook	R Copeland	Voluntary	**T Lawrence**	**M Luxton**	D Booker	
30-Nov-25	M Moore	C Whitiskie	Voluntary	**S Meikle**	**K Ryan**	S Heath	
7-Dec-25	T Gil-Goldsbrough	R Reichardt	Voluntary	**B Aickin**	**R Souter***	B Maroc	
14-Dec-25	I Ashley	A Van Zon	Voluntary	**G Wills**	**S Watson**	T MacDonald	
21-Dec-25	D Housley	R Shearer	Voluntary	**P Dowdeswell**	**M Vikers**	M Schaw	T Schaw
28-Dec-25	-------- Xmas / New Year Break - No Roster in Operation ----------						
11-Jan-26	R Crook	M Moore	Voluntary	**T Lawrence**	**M Luxton**	D Booker	
18-Jan-26	T Gil-Goldsbrough	C Whitiskie	Voluntary	**B Aickin**	**K Ryan**	S Heath	
25-Jan-26	R Reichardt	I Ashley	Voluntary	**G Wills**	**R Souter**	B Maroc	

Please Note:

If for some reason you are unable to attend on your rostered date, you are respectfully reminded that it is your responsibility to find a replacement member to fill the gap – please don't let the rest of the team for the day be left short-handed.

Note: The Train Controllers for both affected days must be informed of the swap in advance. It is the responsibility of the person who initiated the swap to do this. Also advise Bob Aickin who is keeping track of the number of duties each of us perform during the year.

CLUB NOTICES

Model Engineering Journals

ASME has an extensive range of Model Engineering Journals (ME and MEW) in the library, managed by Mark Luxton. The collection goes back to the first editions. However as new copies arrive binding takes a while, so the latest may not available for a while.

If you would like to read the latest edition, they are free to borrow electronically from Auckland Public Libraries. The easiest way to borrow them is using the LIBBY app. If you are a member of the Auckland Library System (anywhere in the SuperCity), this gives free access to an ME and MEW e-sub. If you encounter difficulties take your device (an iPad is ideal) into any Auckland Library Branch.

Please let the editor know if you have been using this service successfully, or have encountered any difficulties.

End of Year Luncheon

Our Exhibition for the year has concluded and so we now have the Luncheon approaching on November the 1st at 12:00pm at the Waipuna Hotel. If you have not yet submitted your booking to us, please do so immediately to info@asme.org.nz! There are still some spots left and we really want to see as many members of the club as we can!

NOTICE OF ANNUAL GENERAL MEETING

The Auckland Society of Model Engineers is to host it's Annual General Meeting on December 2nd at 7:30pm at the Clubhouse at the Peterson Reserve.

In addition to the regular recurring items on the agenda, there are two additional items of special note to be discussed and voted on:

1. The ratification of the Special General Meeting that occurred on 2nd September 2025 whereupon the quorum of members voted to accept the new rules presented to them by the committee which updates the ASME Rules and brings it into accord with the Incorporated Societies Act 2025.

2. To update the ASME Operating Code and make a change to rule 9.0:

    - Original Rule: *Members or affiliates who wish to partake in the running on the railway, performing and driving locomotives with fare paying passengers, will need to obtain an ASME or MEANZ affiliated club issued License.*
      The minimum age for an ASME driver license is 15.
      Provided a current New Zealand Motor Vehicle Drivers License is held there are no further medical requirements. If a Drivers License is not held or is revoked a medical assessment may be required.

    - Updated Rule: *Members or affiliates who wish to partake in the running on the railway, performing and driving locomotives with fare paying passengers, will need to obtain an ASME or MEANZ affiliated club issued License.*
      The minimum age for an ASME driver license is 12.
      An ASME licensed driver must also obtain a valid, legal eye test. This can occur either with an Optometrists Report, a valid legal New Zealand Drivers License, or another suitable legal report.

Bob's Guide to Driving on the Track

So you want to be a train driver.

Ok then. Come with me and I will describe what we do.

As we idle forward at a slow speed to the loading area, hopefully we do not hit anyone. We don't want to injure any of the station staff and create an incident report situation. We stop with our shoulders opposite the end of the fence on the right.

The safety chains on the barrier are opened and excited passengers board the train. When loading is complete, the safety chains can be put back in the fence gaps. Tickets are 'clicked' and a safety briefing is made. Hopefully all passengers have listened and a clearance to proceed is given. We listen for the guard to signal, with a single toot, that we can start.

Great. Two toots on the horn to acknowledge clearance, a short and a longer blast, a twist of the speed controller until we start to move and we move off slowly until the loco has crossed the exit points from the passing loop. An increase in speed to about two thirds of maximum permissible speed and we pass the herb bush on our left hand side just before the unloading track. Generally used only for when steam is operating.

From here we can increase the speed to a maximum and keep a wary eye out for any hindrance to a safe passage. We pass the engine storage and shed area and run onto a large S Bend. First left and then right to then run alongside an embankment with an upper level track. At the end of the wall we enter a right hand bend and pass a large tree alongside of the boating pond. As we sight the tunnel entrance we can reduce speed so that we will enter the tunnel with a short toot at about half speed. This helps reduce the noise for the passengers while being in the tunnel.

On emerging from the tunnel, we see people on the right taking photo's or waving at the passengers and we get a chance to increase speed while we negotiate another S Bend and the run down towards the club-house and the old temporary station area. A check of speed for the station area before reapplying full throttle for the long climb along the 'Jim Greasley' trestle bridge, behind the station and on up behind the old ski clubhouse, to cross a short bridge over the end of the boating pond and the steep climb up to the highest part of the track as we cross over the first tunnel we used earlier during the circuit.

Another check of speed and a short toot of the horn, we enter a short tunnel and proceed cautiously while checking for any running spectators. Do not need any incidents reports! We hold our reduced speed until we get to the truss bridge that gives access to the middle of the track and a quick boost of speed through the first curve downwards and into a glade of trees. At the end of this curve to the right there is a sharp reversal of sideways travel with another reduction of speed to cross an overbridge and the speed can be increased again as we go down around the smokebox curve to pass the back of the electric train storage. Vigilance is needed to ensure no concern as we pass the storage area and approach the points for the start of the passing loop. We negotiate the points at half speed again and proceed around the left hand bend to go under the Truss Bridge and enter the unloading area where we come to a stop with our shoulders just entering the gap in the safety fence.

The passengers are advised that the ride has finished and they may now get off. Once they have exited the unloading area, you can proceed slowly to await going back to the loading area.

Now that you know how it is all done, you can go yourself. Enjoy.

Bob Aickin

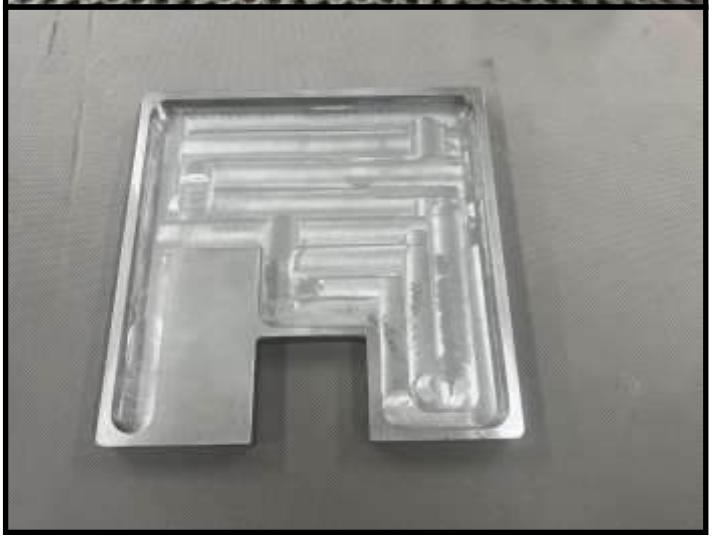
WORKSHOP NIGHT

Septembers workshop was a lively gathering, featuring the usual enthusiast and some fascinating projects.

Mike Jack showcased his long-term endeavor, the Back Five locomotive, which he's been working on for 35 years. He brought along detailed cab components, demonstrating his meticulous craftsmanship in creating window slides and fittings.

Dave Housley impressed everyone with his Beejax steam pump, highlighting the progress made since the last workshop. He shared insights into the intricate assembly of tiny parts and the challenges of drilling and threading with 10BA taps.

Steve Watson is in the process of restoring an old linisher donated by Dave Housley. While much of the machine has been rebearinged and refurbished, it was missing a mounted worktable. With only a 5.5kgs 16mm plate available, Steve opted to learn pocketing techniques on the mill. His innovative approach resulted in a 14mm plate, pocketed down to 6mm, now weighing a manageable 2.2kgs.



Bits & Pieces

Steve's BJax has been coming along quite well. He has designed and built a running road to test it on. The wheels on the frames can be adjusted back and forth to allow for a multitude of different BJax and AJax designs. It can also be adjusted to fit a 7 1/4" locomotive as well!

Ron has picked up a Plane from an antique shop. Originally he thought it was a Rolls Royce plane but it's actually a Matthesson plane! They were patented in the late 1800's which makes this unit nearly two hundred years old. The damage on it is minimal and after a bit of a dress up, Ron now has it working really well for himself.

Artem has designed a prototype motor wheel using a combination of a metal and 3d printed frame. The wheel was bought from Mitre10 for $30 and the engine was only $10! The weight capacity of it is excellent. He can stand on the frame without it taking any damage.

Bits & Pieces

Michael has brought in the hands from the clocktower at the Auckland Art Gallery in the CBD. The whole building is being stripped down and refurbished. He's planning on giving the hands a good clean and they'll be back in place on the clocktower soon.

Mike has been making the castings for his buffer stops to go on the models he's been building. He printed the wax for the casting himself. Part of the charge for getting a casting done by a foundry is in the fabrication of the mold, so doing it ahead of time and giving them his own printed wax mould helps to save him a huge amount of money.

Dave Watt has created a steam operated Water Pump that was originally an air compressor.
Originally he received an order for two but ended up making five. A few months ago he had the idea to convert one into a water pump. The steam cylinder is 42mm in diameter. According to his testing, it pumps water extremely well, so much so that when manually operated, he's unable to stop the flow by putting his thumb over the end! He's looking to mount this on a locomotive in the future.